

1. Information Exchange
2. Insufficient Project Tracking
- 3 . Cost Benefit Analysis
4. Timing of Science Meetings and Milestones
5. Other Factors (additional charges caused by shifting ships)

The following recommendations were presented:

1. Revise the ship-time request form
2. Develop a ship request tracking system relational data base
- 3 . Automate the procedure for PI input on preliminary schedules aid schedule changes
4. Standardize procedures for all users
5. Optimize scheduling meeting and procedure times (encourage more regional communications)
6. Cost benefit analysis system
7. Variable costs should be handled by Program Managers on an individual basis

ACTION TO DATE:

Revised Electronic Ship Time Request form (work in progress).

Two parts, single page for proposals and scheduling followed by an extensive second part for cruise planning. Part one submitted with proposal, par two after funding or special request. Each request will have a backup archive file of pertinent traffic.

Posted by year to web on world chart, geographically located in pull down box.

On-line ship schedule form. Auto cruise track posted to web on world chart. All PIs automatically notified at posting and for subsequent changes.

Transit bank auto-update for no cost cruises of opportunity.

Future work. Program ship daily cost, distance and fuel use into ship track program to provide a first level cut at a cost analysis.

APPENDIX XIV. Z-Drive Status Update

- NAVSEA/NSF/ONR Study:
 - Glosten collecting operating use data on ships.
 - LIPS doing metallurgical analysis of failed Thompson upper gear (not yet received). (mailed 9/16)
 - WHOI contracted for analysis of failed Knorr lower gear.
 - Interim report due late September. Tentative meeting in Seattle 9/25.
- Spare lower units for Thompson, Revelle, Atlantis, Brown are at MARFAC SIO.
- Knorr port drive repaired/rebuilt failure analysis underway.
- Thompson upper unit gear due 17 September(13 weeks manufacturing lead time).

APPENDIX XV. Slate